



ALL-AMERICAN DRIVER OF YEAR

Before leaving for Washington, to be greeted by President Truman as the trucking industry's chosen Driver of the Year for all America, Lloyd Reisner of Teamsters Local 135, Indianapolis, was presented with the check for \$300 donated by his union. Check was handed to him by Emmett J. Williams, union secretary-treasurer, in the office of International President Daniel J. Tobin. Thomas E. Flynn, assistant to the President, congratulated Mr. Reisner and said he would be listening Friday evening, May 26 when the youthful hero appears on the radio program "We the People."

Both Mr. and Mrs. Reisner were slated for a nice visit to Washington and New York as guests of the American Trucking Assns., Inc., sponsoring the award, the Hancock Truck Lines, for whom Mr. Reisner drives, and The International Brotherhood of Teamsters.

(Other story on Page 3.)

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No. 8

TEAMSTERS TO CHECK EVERYTHING ON WHEELS

State-Wide Survey of Drivers, Warehousemen Planned June 18-23

Business representatives of Teamsters in Indiana are planning to participate in a nation-wide survey of trucking and to check everything on wheels in this state, as well as warehouses that receive and dispatch truck-borne goods.

The survey will be made June 18 to 23, and follow plan adopted a year ago, when however, only trucks were checked. The purpose is an organizing campaign to obtain new members for the local unions.

(Continued on Page 3)

Jim Katz Is Elected Chairman of Richmond Political Program

RICHMOND—James K. Katz, head of Teamsters Local 891 which has just obtained an important city street light contract, has been elected chairman of the newly organized Labor's Non-Partisan Program which has awakened this congressional district to the necessity of abolishing itself politically.

The program is designed to abolish any part in the government of this vicinity by labor haters who have taken advantage of trusting Quaker folk and made promises of good government which they never intended to fulfill.

Number one on the league's list for liquidation is Congressman Harvey.

An indication of what the program can do once under way is seen in the way the current Wayne county auditor was defeated for re-nomination in the recent May primaries. Never in the memory of politicians had an auditor here been denied a second term. But this

(Continued on Page 4)

Local 135 Notes

Everett Davis Up to His Neck In Bakery, Laundry Negotiations

By CLARA WILHELM

Negotiations are open between the union and the five wholesale bakeries. Wages, hours and truck loading are the issue.

Negotiations for the 42 laundries, dry cleaners, linen supplies, and commercial and industrial laundries and diaper services also are open.

An election is set for May 23 at the Ballard Ice Cream Co. for union recognition.

The Borden-Furnas Ice Cream Co.'s contract is up for negotiation at this time.

(Continued on Page 3)

JOE MILLER, HARP WIN TRUCK TEST

EVANSVILLE — Joseph Miller, driving a straight truck, and Victor Harp, a tractor semi-trailer, were the two winners at the third annual rodeo conducted here by the Chamber of Commerce May 13-14. Both drivers are members of Teamsters Union No. 215, headed by Clyde Birdsong.

Mr. Birdsong, chairman of the awards committee, (Continued on Page 2)

National Homes Gives Over-Road Contract to 543

LAFAYETTE — The National Homes, prefabricated dwelling house builders of this city, has signed an over-the-road contract with Teamsters Union No. 543 giving the agreed wage scale, health and welfare clause and other provisions to about 50 drivers and mechanics.

According to Glen Rabanus, the construction companies having contractual relations with this union have renewed their agreement, with increased pay for all members employed by them.

Five ready mixed concrete companies have come to union agreement in Lafayette, Frankfort, Monticello, Crawfordsville and Flora.

Omar in Lafayette is on the FAIR list.

Indianapolis Times Finds Tobin Feeling Best In Twenty Years



—Courtesy Indianapolis Times

President Daniel J. Tobin is the subject of an interview and candid snap shop published in "The Indianapolis Times" Sunday, April 30. We asked the "Times" for permission to reprint the picture and here it is. Also the interview by Edwin C. Heinke. The article was explained in headlines: Big Stick With an Irish Twinkle—Tobin Roars Out Praise for Gen. Ike, for Trying to Up-root America's Fears—Believes Labor Must OK Truman.

By EDWIN C. HEINKE

Brother Tobin smote the desk a mighty smack and voiced his sentiments about communism, atom bombs, war with Russia, President Truman and the bosses. It was Daniel Joseph Tobin, himself, the big boss of a million members of the International Brotherhood of Teamsters, roaring out in one of his rare interviews.

For 40 years now this colorful figure in American labor history has been roaring and fuming and

blustering, and the intensity of the volume hasn't diminished since that day in 1907 when he became the Big Stick of the Teamsters.

But underneath the bluster there is a twinkle of the blue Irish eye, a lot of common sense and an unbounded affection for Indianapolis, the city he loves.

Brother Tobin thundered angrily when he heard that a photograph had accompanied the reports to the interview and demands (Continued on Page 4)

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Wild Goose Mayflower Driver Tells Tall Story of Wild Duck

By ELMER M. PRIFOGLÉ

VAN 511-312

To the Editor of the Indiana Teamster:

I enjoy reading of the experiences my friend Swede Carlhom writes about. I am four months older than Swede and have driven and worked with him quite a bit. Although I am not a Swede but German, I have had some experiences that I believe would equal his. I remember the time I moved the Dinglebenders from Duckwade Pa. to Fronthouse, Ontario. Fronthouse is south of North Bay, among the Ontario lakes. The way it received its name is how its houses are located. Each house stands in front of a house, hence Fronthouse. Dinglebenders moved in a house in back of a house, I had to drive in back of a house in order to get to the house in back of the front-houses. I hired two local men to help me unload. About 10 o'clock Dinglebenders asked me if I would stay for dinner. Being no restaurants in town I said I would be glad to stay. Mr. Dinglebender said they had no meat. I told him that would be easy, see those wild ducks by that lake. I would get one, then we would have duck for dinner. I would bring the duck. So I started for the lake walking very slow and soft like so not to excite the ducks. When I was close enough I hid behind a bush. All at once two ducks came by the bush. I grabbed hold of one leg of each duck, thinking two ducks would be better than one. But they were larger than I anticipated. They started to fly with me hanging on. The ducks were looking at me and I thought they were laughing. Dinglebenders saw what was going on so they told me to hang on, they would call the airport at Toronto and tell them a man was in the air.

When I was about 500 feet in the air I let go of one leg. The other was just like a parachute, let me down to earth nice and easy. When I hit the earth I grabbed a club and hit Mr. Duck on the head, killing him dead. After taking all the feathers off the duck we had enough to make an old-fashioned feather bed. But George Washington did not sleep on it. At dinner time they asked what part of the duck I would like to have. I said I would take the liver. I had all the liver I wanted to eat. About a month later I talk to Mr. Dinglebender in Toronto. He told me they still had some duck left.

Truck Hijackers Get Away With Goods Worth \$34,000,000 a Year

By A. R. LAPITZ

Division Manager, W. J. Burns International Detective Agency

Truck cargo hijacking, already at a rate higher than any other property crime, may be expected to rise steadily from now until next winter. This seasonal trend is an annual occurrence, and should prompt truck operators on the necessity for exercising caution against loss of cargoes.

Over the past year, more than \$34,000,000 worth of merchandise has disappeared from truck bodies and loading docks. This amount represents the proceeds from 6500 separate hijackings.

Even though a great amount of this stolen property was eventually recovered, the time, trouble and ill-will caused by these thefts, cost truck operators a great deal more than the actual cash loss.

Clothing leads the list of cargoes most susceptible to the hijackers' wiles. This commodity accounts for almost 30 per cent of all cargoes stolen.

Raw textiles, tobacco, food products and meat, and liquor trail in that order. Television sets are a comparatively new addition to interesting cargoes for hijackers, and show up with increasing frequency on loss tables.

No commodity can be said to be immune from loss in this manner. No carrier can feel his cargoes secure. Even bulk oil and coal loads have been stolen—truck and all.

Is there no way to put a stop to this terrific yearly loss through hijacking?

There is. And every truck operator should institute the preventive measures.

Extreme caution and alertness on the part of management and labor alike, orderly dock operations, complete investigation of new employees, routing over patrolled routes whenever possible, and a concerted campaign to find the source of the thefts when they start. These are the ways to eliminate or minimize hijacking losses.

A truck line operating in several central states, reported shipments of cigarettes, radios, candy and cameras were disappearing with alarming regularity from their docks on the west side of Chicago.

A private investigating firm was called in, and a survey made of the terminal with only the knowledge of the terminal manager and the investigators.

It was found that several employees, working together, were openly loading a confederates' truck with the stolen goods. It

was revealed that many of these men had criminal records, not uncovered at the time of their employment.

Another truck line was losing merchandise through pilferage to the extent of \$300,000 a year. Investigators were assigned to the case and soon found that an intricate system of thievery was being operated at the carrier's terminal.

Clerks in charge of way bill records were misdirecting valuable orders and removing other records on the shipments from the files, and destroying them.

Dock hands would load these shipments on the company's own trucks, and drivers would deliver them to a fence—who incidentally, was a customer in good standing of the truck line.

This ring had their stealing operation set up from the inside out, with the biller, dock hands and drivers all receiving a cut.

All were convicted of grand larceny.

These inside-outside setups are popular with thieves, as the arrangement affords a maximum of safety for their activities. They are also the most difficult to uncover, because records as well as merchandise are stolen.

More frequent than these types of rings are the "lone wolves"—men who operate by themselves, regularly stealing and removing merchandise on the sly.

Truck terminals today are growing larger and shipments more voluminous. With millions of pounds of freight moving across docks, it takes many eyes to keep a close watch on their movements and destination.

Freight handling on such a large scale necessarily is done through records, and when the records are gone, no one misses the freight—until the complaints come in.

Many different methods are employed to clean up hijacking and pilferage losses and to keep them cleaned up. Operational surveys, personnel screening, psychological warning sign placement and if necessary, uniformed guard service—trained for the task—go to

20 MAYFLOWER DRIVERS ON APRIL NO-ACCIDENT LIST

Twenty Mayflower van drivers are on the company's list of accident-free operation for the month of April. The drivers are credited with accident-free periods ranging from one to 12 years by R. J. Magnus, company safety director. Their names, number of years of safe driving and total mileage for the respective periods are as follows:

	Years	Miles
Garnet Copple	1	77,666
Hubert R. Gabehart	1	54,551
Robert H. Kelly	1	46,453
Carl Lucas	1	104,878
Raymond E. Morgan	1	49,592
Dwight Rister	1	48,121
Wilbur B. Connelly	2	29,103
Gordon V. Dooley	2	155,939
Floyd M. Nester	2	125,602
Lester Wethington	2	93,691
Frank H. Brown	3	352,964
Charles R. Chandler	3	221,360
William Jensen	3	177,419
Ira Corwin	4	270,239
Russell Johnston	4	231,149
Harry Utterback	4	375,685
Asher E. Kennedy	7	359,840
Kenneth L. Kerr	7	67,380
Irl D. Tillson	8	373,722
Dale C. Smith	12	592,151

Capital Cabbie of Long Record Again Arrested

Why Indianapolis has one of the worst taxicab systems of anywhere in America. From "The Indianapolis Times," April 28—

A cab driver with a long record of arrests for violation of the narcotics laws was held by police today after a 14-year-old girl charged he had attempted to molest her.

Fred Irwin Conroe, 59, of 814 North New Jersey St., was held on a city charge of disorderly conduct while police questioned him on his alleged use of narcotics.

The girl said she was walking near her home in the vicinity of 43rd and North Illinois St. when the cab drove up to her and its driver attempted to make conversation.

"What do you want?" the girl asked. She said the man replied: "I want you."

The girl ran into her home. She gave police detailed descriptions of the cab and the driver.

Conroe was picked up a few minutes later at 23rd and North Illinois Sts. and identified by the girl.

Police said they found a leather case containing six hypodermic needles, a hypodermic syringe, a surgeon's scalpel and a teaspoon in searching Conroe.

work to keep freight moving in the right direction.

The very nature of the trucking business—with its preponderance of less than carload freight—requires truck operators to keep the hijacking problem always in mind, and to continually keep a system of checks and re-checks in operation.—"Motorway Transport."

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Carlhom's Van Load of Antiques Has Peck of Woodpecker Trouble

By SWEDE CARLBOM

The woodpecker, I believe without a doubt, is one of the shrewdest and most intelligent members of the bird family. Last month I hauled, from Virginia to California, in my van, a full load on antique, worm-eaten furniture. In most of the stuff one could clearly see the worms snugly at home in their holes.



One early spring morning, at four o'clock on the outskirts of a small Tennessee town while asleep in my bunk, I was awakened by a drilling noise close by me. I got out and beheld three woodpeckers at work on the side of my van.

They were very ambitious little fellows and I was convinced that they knew the furniture in the van was full of worms. After some terrific drilling with their sharp beaks they had managed only to make a small dent in the aluminum siding.

Finally they gave up the attempt and settled on the roof of the van to talk things over. They seemed to be in some sort of consultation. Soon one of them flew off into the woods.

In a short while he returned, bringing back with him a much larger woodpecker than any of the others. The newcomer, I am sure, was the master-pecker of his trade. His beak was long and sharp as an ice pick. After some chirping with the other three, the big fellow settled himself at the side of the van while the other looked on from the top.

At first he measured off a circle about as big around as an orange. And then he began to drill. He started off slowly at first, then increased his tempo until his sharp beak was drilling away with a tremendous speed.

After a while he stopped a bit, shook his head and spat. He sharpened his beak against the side of the van while the birds on the top chirped their encouragement. Then, with a final flourish he set to his job once again.

He really began to drill in earnest now, pecking with the most intense fury. The beat of his drilling telegraphed through the van body and it sounded like machine gun bullets striking on armor plate. He fussed, he fretted, he beat it out.

But after a full hour he had only made a fair size dent. With a discouraged shake of his head, he flew to the top of the van. There the four of them had another parley and finally they flew away. I was convinced that they were going to give up.

As it was still a bit early to pull out, I went back to sleep in my bunk. I thought I heard the sound of drilling a little later, but then I thought that perhaps I was dreaming.

Well, about a week later when I arrived in California, I drew up to my stop and opened the doors of my van. I had the surprise of my life!

All that remained of my antique furniture was a huge pile of sawdust. Scattered here and there was a half-eaten leg of a table or an arm of a chair.

Between the wheel boxes in the floor was a good-size hole. On top of the boxes were the four woodpeckers on their backs. They were sound asleep with their feet folded over their tummies. The master-pecker was a snoring like an old truck driver.

By drilling through the floor underneath the truck, they had gotten into the inside and eaten all the worms!

I could not help but admire them for their ingenuity. I lifted them gently from the wheel box and placed them beside an eucalyptus tree in a nearby meadow.

The insurance company later said it was the most unusual claim for damages they had ever handled. I believe so, too.

Joe Miller, Harp Win Truck Test

(Continued from Page 1)

presented both the winners and runners-up with suitable trophies at a banquet given in their honor at the Hotel Vendome.

More than 2,000 persons witnessed the two-day events in the Bosse field parking lot.

The runners-up were Donald Hawkins and Guy Griggs in the straight truck class and William Grant, Richard Bertio and Wayne Davis in the tractor semi-trailer class.

The winners were graded not only on field events but also on equipment defects, personal appearance and written examination.

Preceding the field events on Saturday, May 13, a parade which included about 100 trucks drove down Main street and onto Bosse

field. Before the Sunday events a high school driver training demonstration was held at the field.

The drivers competed in the following field events: Back and drive forward through a line of three barrels; drive through the confines of an offset street; park parallel to curb in a given space; drive in a straight line with the right wheels following a given line; park at an alley dock located at the end of a confined space and drive down a lane in which confines were gradually placed closer together until the clearance on either side is small and then stop at a given line.

Oath Is Upheld By Supreme Ct.

WASHINGTON—The Supreme Court has upheld the Taft-Hartley Act provision which requires union officials to file non-Communist oaths if their unions are to use machinery of the National Labor Relations Board.

Reisner of Local 135 Greeted by Pres. Truman In Washington

WASHINGTON, May 8—Lloyd Reisner of Teamsters Local 135, Indianapolis, the trucking industry's Driver of the Year, will arrive in Washington, May 18, for an appointment to meet President Truman at the White House at noon, Friday, May 19. He and Mrs. Reisner have been awarded an expense-paid trip to Washington and New York by the American Trucking Associations, Inc.

Mr. Reisner will be introduced to the President by Major General Philip B. Fleming, general chairman of the President's Highway Safety Conference. General Fleming served as chairman of the committee of judges who selected the 37-year-old driver over a long list of nominees from all sections of the country. Mr. Reisner's Driver of the Year award was in recognition of his long record of accident-free driving and a dramatic

highway rescue during which he gave life-saving assistance to a mother and her nine-year-old daughter injured in an automobile accident.

Other judges in the contest, sponsored annually by the American Trucking Associations, Inc., were Arthur C. Butler, director of the National Highway Users Conference, and W. Y. Blanning, director of the Bureau of Motor Carriers, Interstate Commerce Commission.

Mr. Reisner, a member of Local 135 of the International Brotherhood of Teamsters and Chauffeurs, AFL, lives at 339 South Keystone Ave., Indianapolis, with his wife and 'teen-age daughter. He is employed by the Hancock Truck Lines, Inc., Indianapolis.

While in New York, Mr. Reisner will appear on national radio and television broadcasts.

ALL INCUMBENT CONGRESSMEN RE-NOMINATED

A record vote swept every Indiana congressman to victory in his party primaries, May 2.

Each of the seven Democrats and four Republicans must face spirited opposition in the general election in November, however.

Nominees in each district follow. The incumbents are listed first:

First District—Ray J. Madden, Gary (D.), vs. Paul Cyr, Gary (R.).

Second District—Charles A. Halleck, Rensselaer (R.), vs. Dale E. Beck, Young America (D.).

Third District—Thurman C. Crook, South Bend (D.), vs. Shepard J. Crumpacker, Jr., South Bend (R.).

Fourth District—Edward H. Kruse, Jr., Ft. Wayne (D.), vs. E. Ross Adair, Ft. Wayne (R.).

Fifth District—John R. Walsh, Anderson (D.), vs. John V. Beamer, Wabash (R.).

Sixth District—Mrs. Cecil Harden, Covington (R.), vs. Jack H. Mankin, Lebanon (D.).

Seventh District—James E. Noland, Bloomington (D.), vs. William G. Bray, Martinsville (R.).

Eighth District—Winfield E. Denton, Evansville (D.), vs. Herman L. McCray, Newburgh (R.).

Ninth District—Earl R. Wilson, Bedford (R.), vs. Charles W. Long, Columbus (D.).

Tenth District—Ralph Harvey, Mt. Summit (R.), vs. Vernon Dwyer, Muncie (D.).

Eleventh District—Andrew Jacobs, Indianapolis (D.), vs. Charles B. Brownson, Indianapolis (R.).

Biggest Non-Farm U. S. Industry Shown In Book About Trucking

Rapid growth of the nation's trucking industry has made necessary a third revision of the American Trucking Association's pocket-sized booklet, entitled "Economic Giant."

The booklet shows that this country now has a total of eight million trucks, more than half of the world's total, and two million more than were registered when the original edition was published in 1947.

It conveys at a glance some of the facts about an industry which is the largest single employer of personnel in the U. S. except agriculture, giving direct employment to more than five million workers, or 3 1/2 times the number employed by the entire railroad industry.

The booklet shows the trucking industry pays \$1,161,000,000 a year in special highway-use taxes, an amount equal to one and one-third times the total spent by all states for new roads in 1948—46,000 miles of them and more than the total spent by all states for new roads in 1948.

The industry consumes 8,500,000,000 gallons of gas each year, enough to make five stacks of one-gallon cans to the moon.

It performs 90,000,000,000 ton miles a year of transportation service, or enough to make 90 trips to the sun with a 10-ton load.

Raw materials from every state in the union go into the production of the 1,100,000 new trucks and 50,000 new trailers the industry buys annually. The include 87,580,000 pounds of copper, 1,732,000 tons of steel, 93,000 tons of iron; enough lumber to build a boardwalk six feet wide from New York to Los Angeles or 118,300,000 board feet. It needs 6,115,000 pounds of glycerine, 95,000 bales of cotton or enough to make a dress for every housewife in the U. S.

Raw materials include also 64,800,000 pounds of paint and thinner, 15,180,000 pounds of aluminum or enough to make a new pan for every housewife in America, 24,000,000 square feet of glass—enough glass to completely enclose the ball parks of all the major league teams to the height of the Washington Monument; 6,000,000 pounds of plastics, enough rubber to make every man in the U. S. a new raincoat, hat and overshoes, or 109,000 long tons of rubber, and enough tin to plate all the cans needed for the annual U. S. production of canned fruit.

To obtain copies of this booklet write to the American Trucking Associations, Inc., 1424 Sixteenth St., N. W., Washington 6, D. C.

Up to Date with Local No. 188

By CLARA WILHELM

We were indeed saddened when we learned of the sudden death of Brother Warren Teepe, which occurred April 17, as the result of a heart attack on the street near his home. He had worked that day, but was not feeling well. He was employed by the Indianapolis Toilet and Apron Supply Co., and was our steward at the company. Brother Teepe was very fair minded, and was well liked by his company, his co-workers and by all of us here at the local.

We extend our sincere sympathy to his family who survive him. We will miss him around.

On April 22 we were notified of the death of one of our good members. It was Brother John Allen, who died suddenly on April 22, at General Hospital. Brother Allen was a Polk Sanitary Milk Co. routeman and had covered his route as usual on Friday. During the night he was seized with a heart attack, and was rushed to the hospital where he passed away a couple hours later. He was a good union member, and was well liked by his company and his customers. He had been with Polk's for 15 years.

Ernie Sloan, a personal friend of C. E. Davis, president of Local No. 188, called in a few days after Brother Allen's death and told Brother Davis that the customers who were served by Brother Allen, on the west side, were deeply grieved by his death. Brother Allen leaves behind him a wife and four children. We extend our deepest sympathy to them.

At a recent meeting of the cake crafts, Roy Eddleman was appointed as the new steward at the Gressman Baking Co. Good luck, Roy! Call us any time we can be of assistance.

Brother Robert Barnes is the new steward appointed by the members at the Indianapolis Toilet and Apron Supply Co., replacing Brother Teepe, deceased. We are at your service, Bob, any time you need us.

Troubles are heaped upon Brother Ray Adams. He recently lost his father, and his wife is now confined to Sunnyside Sanitarium. We certainly hope that her recovery will be speedy.

Brother Charles Elmore, a routeman for Continental Baking Co., suffered an attack of appendicitis while on the route April 21. He was rushed to St. Francis Hospital, where an appendectomy was performed. He is now recovering nicely.

Mrs. Donald Ethun recently underwent an operation at Methodist Hospital. Don is employed at the National Biscuit Co. We hope Mrs. Ethun is back to normal.

Mrs. Otella Bruder underwent an appendectomy at St. Francis recently. Brother Bruder is employed at Gregg's. We hope Mrs. Bruder is fully recovered.

In the blessed event department, we have a new baby girl, born to Mrs. Harlan, whose husband, Brother Chas. Harlan, is a routeman for Continental. Congratulations to all three of you, Charlie!

Mrs. Gayle Barlow, wife of Brother Barlow, one of our stewards at Omar, is recovered from an attack of the flu suffered recently. We wish you continued good health, Mrs. Barlow!

We still have on hand a few of the pictures taken at the General Meeting at the Antlers Hotel, December 6. Also have the proofs for the meeting March 6, and they are all good pictures. If any of you want a print, we will be glad to place your order.

No. 215 Driver Meets Bandit In Vincennes

VINCENNES—Tom Comer, 212 East Eichel Ave., Evansville, a member of Teamsters Union No. 215, was one of two Hancock Truck Lines employees locked in the rear of a truck by a bandit.

According to Sheriff Francis Thomas of Knox County, William Dooley, night man at the dock, was alone in the office when a man walked up and poked a gun in his back. The gunman explained it was a stickup and ordered Dooley to hand over his wallet. It contained about \$6, Dooley states.

The stickup man then ordered Mr. Dooley into the rear of a nearby truck.

At that moment Mr. Comer, unaware of what was taking place, appeared. The bandit turned the gun on him and ordered him into the truck with Mr. Dooley and locked them both in. Then he ransacked the office, obtaining \$50.

Other drivers arrived and freed the two prisoners a few minutes later. They saw the robber escaping down the alley.

Local 142 Signs With Lake County

GARY—The first AFL truck drivers and helpers union contract in the history of Lake County—also believed to be the first of its type in Indiana—was signed last week by County Commissioners Joseph Martin and Dan W. Oram.

Signing of the contract was announced by Michael Sawochka, business representative of Local No. 142, Teamsters, after several weeks of negotiations.

The new agreement affects approximately 50 county highway department workers. It calls for a number of outstanding union provisions including a five-day work week, time and a half for Saturday and Sunday and double time for holidays.

The contract also specifies six legal holidays which entitle a trucker or helper to double time if the day is worked.

Heard and Seen at 716

By HARRY HUDSON

The following firms and Local Union No. 716 have completed negotiations for new agreements:

Berck Transfer Co.
Bornman Transfer Co.
Capitol Transfer Co.
Dennis Transfer Co.
Equipment Rentals Co.
Harris Motor Transfer Co.
E. W. La Plante Co.
Niman Transfer Co.
Radio Transfer Co.
W. Carl Sonnefeld Co.
Strohm Warehouse & Cartage Co.
Underwood Transfer Co.
Wente-Kreis Co.
York Transfer & Storage Co.
Hatfield Electric Co.
Watson-Flagg Electric Co.
W.H.S. Electric Co.
Sanborn Electric Co.

The officers and members of Local No. 716 extend their deepest sympathy to the family of Brother Joseph E. Talbert, who passed away Tuesday, May 9. Brother Talbert was employed by Capitol Transfer Co. for a good number of years.

Brother and Mrs. Ray Morales (Ready Mixed Concrete Corp.) have the sympathy of the officers and members of Local No. 716 in their recent bereavement.

New contract negotiations are still going on between Local No. 716 and the following electrical supply firms: Peerless Electric, Farrell-Argast Electric, Economy Electric and G.E. Electric Supply Corp. All members working under the above contracts please attend meetings when called by the local.

Just a reminder—There will be no meetings during the months of June, July and August. Special meetings will be held when necessary.

State-Wide Survey Planned for Everything On Wheels

(Continued from Page 1)

In line with the campaign, in Indiana will be worked out at meetings of three joint councils, in northern, central and southern parts of the state.

At the Chicago conference the Policy Committees of the 14 chartered national trade divisions were in session, with more than 500 delegates present at most of the meetings. The trade division committees made detailed reports of their plans and problems to the general meetings and several plans of action were approved to increase the organizing drive of the Teamsters International Union.

A general outline for the campaign was completed at the national organizing conference held in conjunction with a meeting of Teamster officials from all over the United States and Canada April 17-20 in Chicago. Details for the campaign

Dave Beck, Executive Vice-President of the Teamsters International Brotherhood, presided as chairman of the Chicago sessions.

INDIANA TEAMSTERS TAKE SCIENTIFIC TEST



LEFT—Emmett J. Williams, secretary-treasurer of Teamsters Union No. 135, Indianapolis, observes while Calvin Elliott, a member employed by Hancock Truck Lines, Inc., takes the comprehensive field of vision test in the mobile laboratory of the Indiana Motor Truck Association, Inc.

ABOVE—The Mobile Driver Testing Laboratory of the IMTA in which driver Elliott and 50 other Hancock drivers underwent rigid driving tests on the company lot at 924 East Ohio St., April 29-30. The tests were made on instruments in the laboratory designed to give ac-

curate visual and reaction results enabling drivers to determine their proficiency behind the wheel.

After serving in Indianapolis the mobile laboratory set out on a tour of the state, to test teamsters of many companies in all the centers north to Michigan City and south to Evansville. The laboratory is being operated by Russell L. Ferguson, IMTA safety director.

Shown above, left to right—Fred Kohout, vice-president of the Hancock Co.; Emmett J. Williams, of Teamsters Union No. 135; Robert A. Stough, safety supervisor of the Hancock Co., and Russell L. Ferguson.

President Tobin Interviewed by Heinke of Indianapolis Times

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from Photographer Henry Glesing. "Who invited you?"

Then the twinkle appeared and he grumbled for Photographer Glesing to go ahead, as long as he was already there.

"That's one thing I've always admired John L. Lewis for—the way he made himself scarce for photographers and reporters. . . . But I guess you fellows have to earn a living too, so . . ."

Mr. Tobin launched into the interview by praising Gen. Eisenhower whom he admired for "trying to take the fear out of people's hearts."

"I admire Eisenhower for that. He's a fellow who tries to give us hope and encouragement while emphasizing at the same time the dangers of our present civilization."

The internationally known labor figure—who at 74 feels better than he has for 20 years—was asked how he thought President Truman was running things and Mr. Tobin pondered for a second then snapped.

"No answer."

"But I'll tell you this," he said. "You know damn well that labor must support Truman again because of the terrible feeling of the Republican Party against labor and their feeling about the Taft-Hartley law, and that may elect him again."

"That's all."

He was asked again to elaborate a little further on Eisenhower and Mr. Tobin roared that his interviewer was trying to get him to say he was turning Republican instead of Democrat.

The Teamsters head took a healthy poke at Sen. Joseph R. McCarthy, who has accused the administration and State Department of harboring Communists.

"The evidence has shown that the statements, charges and insinuations made by Sen. McCarthy are absolutely unfounded," Mr. Tobin said.

"He is somewhat sincere in his beliefs but he has been misinformed. In fact he is a mad dog for publicity."

Mr. Tobin agrees with President Truman that there are only a few Communists in the U. S. but warned that "one Communist is

more dangerous than 100,000 patriotic Americans."

"It is a situation that bears watching constantly. It's a situation that can get dangerous unless a scrupulous watch is kept by both labor and the employers."

Don Tobin is afraid of overconfidence in the American people in their feeling about war with any foreign power.

"You can't win a war without confidence but I'm afraid of overconfidence," he declared.

"People don't understand the danger of the present world situation—war can start anytime—any stupid blunder by some half-witted fool can put us into war."

"Like the American people, I think too that we would win such a war but I do not agree to the belief of some people that it is impossible for some foreign power to engage us in war."

"It happened twice before and it wasn't our fault and it can happen again—tomorrow."

Regarding atomic warfare, Mr. Tobin said he knew "as little as anyone else about development of atomic power."

"But I'm afraid of it—I'm more afraid of it than anything else in the world," he said.

Mr. Tobin had one word of advice for the people.

"Keep on working," he said.

"Try to drive out the fear from your heart and rest assured that if danger does confront our nation again soon, we'll emerge victoriously as we always have in the past because our government is founded on justice."



State Rodeo June 24-25 at Fairgrounds

The 1950 State Rodeo and Truck Equipment Show, sponsored by IMTA, has been set for June 24-25 at the State Fairgrounds in Indianapolis.

As last year, the annual state truck driving contest will be held in the cattle barn at the Fairgrounds, and promises to attract an even greater array of professional truck driving talent and equipment than last year's event, which was witnessed by 20,000 people during the two days of championship wheeling. Besides providing cover and ample space for the problems, the cattle barn also provides seating facilities for several thousand people as well as ideal space for display booths around the inner perimeter of the building. The building has an area of four and one-half acres.

An innovation in this year's competition provides that contestant may use either cab-over-engine or conventional type equipment.

Don Harris, vice-president of Foster Freight Lines, who served as chairman of last year's IMTA Rodeo, has accepted the assignment again this year and will announce his committees in the near future.

Five Brothers Belong to 369

MUNCIE — Local Union 369 feels that it has something to be proud of and that probably not many locals can boast of. The five Wright brothers living in and around Marion all belong to the same local. Everett and William are among our oldest members, Donald, Delphos and George have joined in the last few years.

Everett works for the Penn Truck Co., William works for the Harwood Trucking Co. and Donald, Delphos and George work for the Marion Trucking Co.

Jim Katz Is Elected Chairman of Richmond Political Program

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auditor has defied the rights of labor—and out he goes.

The meeting at which Mr. Katz was elected chairman was conducted by Ermin Gerkin, president of the Building Trades Council here and attended by representatives of all important local labor organizations.

City Freight Contract

Local 691 has obtained a new contract covering about 100 drivers, dockmen, checkers and spotters employed by companies hauling city freight. The contract is the same as signed for over-the-road drivers and contains the health and welfare clause. The only difference is that instead of 8 cents an hour increase the Local 691 men receive 13 cents hourly increase.

Patronize Pearson's

The Pearson Furniture Co. in Richmond has signed an agreement with the Teamsters for drivers, helpers and service men, giving them substantial pay increases. This company should be patronized by all union sympathizers.

Contracts open by Local 691 include Crosley's; American Central Manufacturing Co., Connersville; Rex Manufacturing Co., Connersville; Porcelain Steel, Connersville and Schenley garage helpers in Lawrenceburg.

Open 'Buy Union' Show



Philadelphia.—The 5th AFL Union Industries Show is formally opened with the cutting of the ribbon. Participants include AFL President William Green, Mayor Bernard Samuel of Philadelphia, AFL Vice-President Matthew Wolf, show director, Assistant Secretary of Labor Ralph Wright, AFL Secretary-Treasurer George Meany, AFL Vice-Presidents Harry C. Bates and Herman Winter.